HAVE A SAFE AND ENJOYABLE SUMMER!!!

From the 92 ARW Safety Office

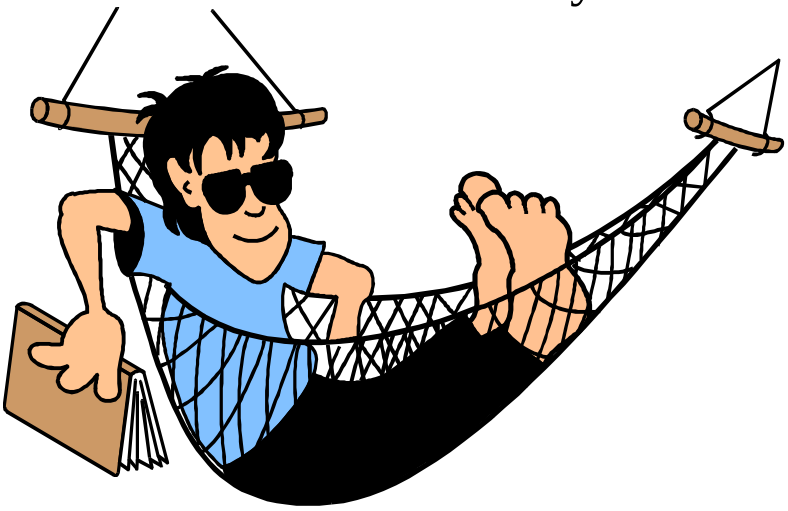
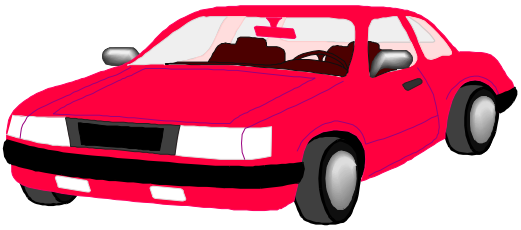


TABLE OF CONTENTS



Passing and Being Passed

One of the most common causes of deadly head-on collisions is improper passing. Before undertaking a pass, ask yourself, "is this pass really necessary? Is it safe?" The majority of passes don't save enough time to be worth the risk. If you must pass another vehicle, follow these safety tips.

Before Passing

When getting ready to pass another car, maintain a safe following distance. Intending to pass is no excuse for tailgating. The other car could still stop at any time. And the closer you are to the vehicle you want to pass, the harder it is to see what's in front of it. Before passing, signal left. Scan the road ahead and behind continually. Check your blind spot, those areas right behind or on either side of you that you can't see in your mirrors, by turning your head and looking over your shoulders. Make sure nobody is trying to pass you. If there is any doubt about oncoming traffic, wait.

Moving into the Left Lane

On a two-lane road, moving into the oncoming traffic lane is the most dangerous part of passing. In 65 mile per hour traffic, you and oncoming vehicles are approaching each other at an effective speed of 130 miles per hour. It takes a full mile to complete a pass at this speed. After moving left, increase your speed to pass, giving the vehicle plenty of room. You should not pass if you have to exceed the legal speed limit to do so. Signal right to begin moving into the right lane in front of the passed car.

Completing the Pass

It's safe to return to your driving lane when you can see the pavement in front of the vehicle you've passed in the rearview mirror. Move to the right and turn off your turn signal. But first check your blind spot by turning your head. This is important in a multilane road where another car may be moving into the lane from the right, or in a situation where the car being passed is nearly stopped, and another car may be coming onto the road in front of it.

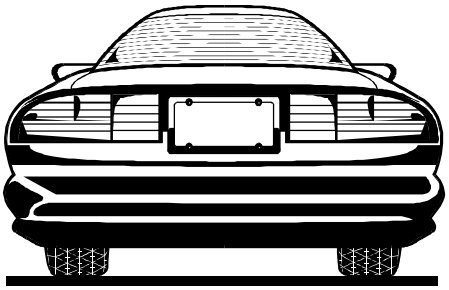
When not to Pass

Remember that it is illegal to pass a stopped school bus with its signals on. Other areas where it is unsafe or illegal to pass include:

-No passing zones -School zones -Curves with passing restrictions -Any road with a solid line in the middle -Within 100 feet of the crest of a hill -Railroad crossings -Intersections -Tunnels or bridges -or within 100 feet of these areas

Being Passed

If someone is passing you, maintain your speed or slow down if necessary to allow the vehicle to pass safely. Never speed up to prevent someone from passing you. If you are driving more slowly than the flow of traffic, find a safe place to pull off the road and let vehicles pass by. You will be safer and more relaxed without a string of cars behind you. How many times have you passed a vehicle simply because it's in front of you? Passing on a two-lane road is a difficult and dangerous maneuver that usually cuts only a few seconds off your trip. You'll relax and enjoy your drive more if you decide to pass only when it's absolutely necessary and completely safe.



DEATH or SERIOUS INJURY can occur

- Children 12 and under can be killed by the air bag

- The BACK SEAT is the SAFEST place for children

- Infants should face the rear until they are 1 year old and or twenty pounds.

- NEVER put a rear-facing child safety seat in the front

- Sit as far back as possible from the air bag

- Children should be in a belt positioning booster seat until they weight 80 lbs.

- ALWAYS use SEAT BELTS and CHILD RESTRAINTS

Parents Aware of Airbag Danger, Know Older Kids Should Ride in Rear Seat, Too

Most drivers transporting children younger than 12 in cars with passenger airbags know kids are safest in the rear seat. Seventy-three percent of respondents to a new Institute survey were aware, without prompting, of the dangers of passenger airbags to infants and children traveling in front, and many indicated that the bags could kill or injure young passengers.

The media was the primary source of information on this issue, cited by more than 90 percent of respondents.

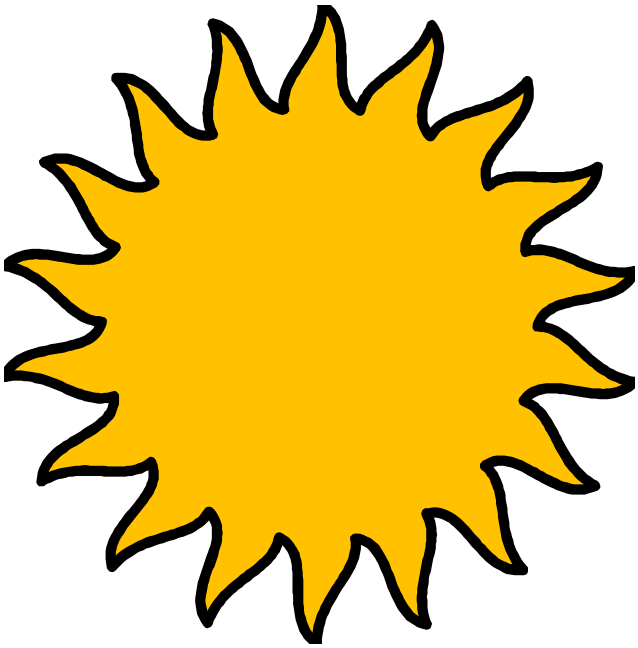
The Institute surveyed nearly 600 drivers who in the past 6 months had transported children younger than 12 years old in vehicles with passenger airbags. Eighty-eight percent of those surveyed said it's very dangerous to put an unbelted child in the front seat of a vehicle with a passenger airbag, while a lower proportion (23 percent) said this is a very dangerous position for a child who is riding in a safety seat or using a belt. Only about 10 percent indicated they usually transport an infant or child four years or younger in the front

seat of vehicles with passenger airbags, but this percentage increases as the children get older. Twenty-eight percent of 5-9-year-old children usually travel in the front seat, as do 41 percent of 10-12 year-olds.

An earlier Institute survey found that the majority of parents of infants know it isn't safe to travel with a baby in a rear-facing restraint in the front seat if there's a passenger airbag (see *Status Report*, Vol. 31, No. 1, Feb. 3, 1996).

There are about 22 million cars with passenger airbags already on the road, and this number is climbing by about 12 million per year.

Status Report, Vol. 31, No. 10, Dec. 7, 1996



Hot Child On Board

During scorching summer weather, hot automobiles pose a special hazard to young children. Vinyl seats and metal hardware heated by the sun can seriously burn their tender skin.

When the outdoor temperature is 70 degrees Fahrenheit, test the temperature of the child safety seat (especially metal parts) and of the vehicle seat itself before placing your child in the car. If the seat or child safety seat is uncomfortably hot, cover it with a thin towel or blanket, (do not use material thicker than a sweatshirt, thicker material may compromise the child's safety), place the child in the seat and make certain all straps and buckles are fastened properly. The metal parts should also be covered if they come in contact with the child.

Whenever possible, choose a shady parking spot. If you must park in the sunlight, take the precaution of covering the child safety seat or vehicle seat with a towel or blanket.

Of course, never leave a child unattended in a car for any reason.

"Death Of An Innocent"
Author Unknown

I went to a party, Mom, I remembered what you said; You told me not to drink, Mom, so I drank Coke instead; I really felt proud inside, Mom, the way you said I would; I didn't drink and drive, Mom, even though the others said I should.

I know I did the right thing, Mom, I know you are always right; Now the party is finally ending, Mom, as everyone is driving out of sight; As I got into my car, Mom, I knew I'd get home in one piece; Because of the way you raised me, so responsible and sweet.

I started to drive away, Mom but as I pulled out into the road; The other car didn't see me, Mom and hit me like a load; As I lay there on the pavement, Mom I hear the policeman say; The other guy is drunk, Mom, and I'm the one who will pay.

I'm lying here dying, Mom, I wish you'd get here soon; How could this happen to me, Mom, my life just burst like a balloon; There's blood all around me, Mom, and most of it's mine; I hear the paramedic say, Mom, I'll die in a short time.

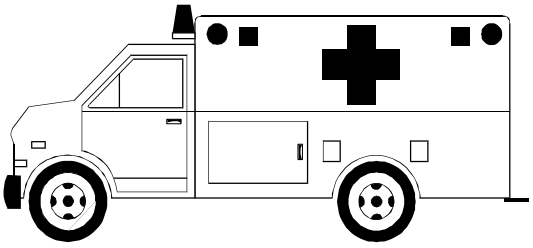
I just wanted to tell you, Mom, I swear I didn't drink; It was the others, Mom, the others didn't think; He was probably at the same party as I; The only difference is, he drank and I will die.

Why do people drink, Mom, it can ruin your whole life; I'm feeling a sharp pain now, pains just like a knife; The guy who hit me is walking, Mom, and I don't think it's fair; I'm lying here dying and all he can do is stare.

Tell my brother not to cry, Mom, tell daddy to be brave; And when I go to heaven, Mom, put "Daddy's Girl" on my grave; Someone should have told him, Mom, not to drink and drive; If only they had told him, Mom, I would still be alive.

My breath is getting shorter, Mom, I'm becoming very scared; Please don't cry for me, Mom, when I needed you, you were always there; I have one last question, Mom, before I say good-by;

I didn't drink and drive, Mom, so why am I the one to die?



MOTORCYCLE SAFETY TIPS

The Motorcycle Safety Foundation offers the following tips for safe motorcycling:

- Wear a helmet to protect you from serious head injury (should an accident occur). Wear brightly-colored, preferably fluorescent, clothing during the day and augment your clothing with reflective tape or wear a reflective belt at night. **NOTE:** Active duty military are required to wear helmets at all times

- Be alert at intersections. Watch for vehicles that may unexpectedly turn in front of you or pull from the side street or driveway.

- Check your rearview mirrors before changing lanes or stopping. A quick stop without checking rear traffic may result in a collision.

- Watch the road surface and traffic well ahead to anticipate problems and road hazards. Hazards includes potholes, oil slicks, puddles, debris or other objects on the roadway, ruts, and railroad tracks.

- Since you are less visible on a motorcycle than in a car or truck, keep your headlights on while riding during day and night. Your headlight helps others to see you.

- Don't weave in and out of traffic.

- Stay out of automobile driver's blind spots. These blind spots are to the left and right rear of the vehicles.

- Adjust your speed to the condition of the terrain and your capabilities. Gravel on the road and slippery road surfaces can be hazardous. Avoid sudden braking or turning on such surfaces.

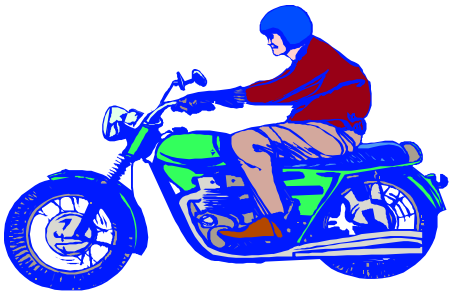
- Don't tailgate, and don't let other drivers tailgate you. Following too closely behind another vehicle makes it difficult for you to stop suddenly if it brakes suddenly.

- Pass only when it is safe to do so. Avoid passing or riding on the shoulder, and never pass on a hill, curve, or within 100 feet of an intersection.

- Use your brakes wisely and in tandem. Brake very slowly on slick surfaces, and bring the motorcycle upright before stopping.

- Don't drink and ride. More than 40 percent of all motorcycle fatalities involve a rider who had been drinking.

SAFE RIDING BEGINS AND ENDS WITH THE OPERATOR



Bicycling and Helmet Safety

Bicycling is not just for young children and teenagers. It is a popular fitness activity for health-conscious adults and provides an alternative means of commuting for the environmentally conscious. However, bicycling without a helmet can lead to serious head injuries. Without a helmet, the fall from the bike to the ground can kill you. For this reason, a helmet is essential, and a certified helmet can greatly reduce your chance of head injury.
Note: Bicycle helmets are mandatory for **all** personnel on federal installations.

Why Do You Need a Bicycle Helmet?

A recent national research study has shown that every year in the United States:

1. There are 65,000 emergency room cases and 7,700 hospital admissions involving bicyclists suffering head injuries.

2. Bicyclists hospitalized with head injuries are 20 times as likely to die as those without.

3. Bicyclist injury rates are highest between ages 5-15.

4. Fifty-six percent of fatally injured bicyclists are age 20 or older.

5. Death rates for male bicyclists ages 20-54 have substantially increased in recent years.

What Can Happen to Your Head in an Accident?

In a severe bicycle accident, your skull may be fractured and your brain torn by penetrating objects and bone fragments. However, your brain may also be injured by violent impacts that leave your skull essentially undamaged. The source of all these injuries is impact. When your head makes sudden, violent impact with something unyielding, your skull and brain may suffer serious injuries before they can stop moving.

A good helmet protects you by helping cushion the impact and giving your skull and brain a little time to come to a stop. By taking some of the "suddenness" out of the impact, the helmet can prevent, or at least reduce, the likelihood of severe head injuries.

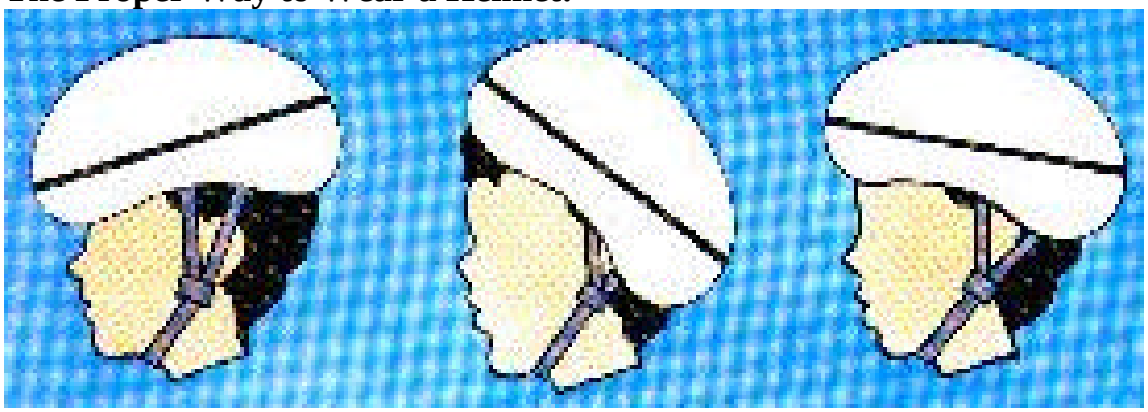
The easiest way to find a well-made and reliable bicycle helmet is to look for the **"Snell" certification sticker** on the inside of a helmet. Helmet

models carrying the Snell certification sticker meet the rigorous Snell Standards.

The Snell Foundation Urges That You:

1. **Make sure your helmet fits your head.**
   - Try the helmet on before you buy it.
   - Adjust the chinstrap firmly but comfortably.
   - Try another helmet size or design if simple hand pressure shifts or tilts a helmet significantly or forces it off your head.
2. **Wear your helmet correctly.**
   - Wear it every time you ride a bicycle.
   - Wear it low on your forehead just above your eyebrows.
   - Always fasten the chin strap firmly.
3. **Read and follow all directions carefully.**
   - Use only manufacturer-approved decorations and cleaners.
   - Replace your helmet if it has been damaged.
   - Replace your helmet at least every 5 years.
4. **Stay alert. Always keep a lookout for obstacles in your path.**
5. **Go with the flow. The safe way is the *right* way.**
6. **Check for traffic. Always be aware of the traffic around you.**
7. **Learn the rules of the road. Obey traffic laws.**
8. **Assure bicycle readiness. Make sure your bicycle is adjusted properly.**
9. **Always check your brakes before riding.**
10. **Don't flip over your bicycle. Make sure wheels and brakes are in good condition and securely fastened.**

The Proper Way to Wear a Helmet:



Too far forward **Too far back** **Correct**

BOATING

Most boating mishaps involve capsizing, falls overboard and collisions. About 90% of all fatalities are caused by drowning and in nearly all of these fatalities a personal flotation device (PFD) was not used.

CAPSIZING

Stay with the boat after capsizing.

Do not try to swim ashore. The shore is usually farther than it looks. Most boats will float when swamped and it is easier to spot an overturned boat in the water than a swimmer.

Don't overload the boat. The weight of the passengers in a small boat is more that the weight of the boat. The stability of the boat is related to the movement and number of passengers. The capacity plate will tell you the number of people and total weight, and maximum power your boat can safely handle. An overloaded or overpowered boat is less stable and more likely to capsize.

Don't stand up in a small boat or ride on the gunwales, seat backs or bow. Move as little as possible in a small boat. If you need to change position in the boat, hold onto both sides and keep your weight low. Standing in a small boat to start the engine or land a fish makes a fall overboard likely.

To rescue a person overboard follow these procedures.

- Throw the person a life saving devise.
- Steer the engine away from the person and approach from downwind or into the waves.
- Stop the engine and assist the person into the boat
- In the event the victim is injured, the rescuer should put on a PFD with safety line attached and enter water to help the victim.
- Depending on the size and construction of the boat, the person should normally be brought in over the stern.

HYPOTHERMIA

Hypothermia is a condition in which the body loses heat faster than it can produce it. Hypothermia results from exposure to wind and wetness. Water temperature, body size, amount of body fat, and movement in the water all play a part in cold water survival. Fat people cool slower than thin people. Children, because they are small, cool faster than adults. By swimming or treading water, a

person will cool 35 percent faster than if remaining still.

HYPOTHERMIA CHART

If the Water Temp. (F) is...	Exhaustion or unconsciousness	Expected Time of Survival is...
32.5	Under 15 Min.	15-45 Min.
32.5-40.0	15-30	30-90 Min.
40-50	30-60	1-3 Hr.
50-60	1-2 Hr.	1-6 Hr.
60-70	2-7 Hr.	2-40 Hr.
70-80	3-12 Hr.	3-Indefinitely
over 80	Indefinitely	Indefinitely

In case of accidental immersion in cold water, remember that water conducts heat many times faster than air. Most boats will float even when capsized or swamped. Therefore, get in or on the boat to get as far out of the water as possible. Don't use drown proofing methods that call for putting your face in the water. Drown proofing will cause a person to cool about 80 percent faster than if the head is kept out of the water.

Wearing a PFD is a must. It will keep you afloat even if you are unconscious. Remaining still and, if possible, assuming the fetal, or heat escape lessening posture (HELP), will increase your survival time. About 50 percent of body heat is lost through the head.

If there are several people in the water, huddling close, side to side in a circle, will also help preserve body heat. Placing small children in the middle of the circle will lend them some of the adult body heat and extend their survival time.

ALCOHOL

It is unlawful for a person to operate a vessel while under the influence of intoxicating liquor or any drug.

A person's balance, coordination and judgment are all in jeopardy when alcohol is consumed. In addition, stressors which fatigue and slow one's reaction time, such as heat, glare, engine noise, vibration and the boat's motion through the water, when combined with alcohol, can be deadly.

KNOW YOUR LIMITS

Limit loading your boat to the recommended weight! Overloaded boats often capsize.

☸**Limit** movement! Moving around increases chances of capsizing and falling overboard.

☸**Limit** boating to safe weather and water conditions! High winds, stormy seas and swift currents spell trouble.

☸**Avoid** alcohol consumption! Alcohol quickly affects judgment and reactions.

LIFE IS GOOD!!!!

By SSgt Steve Sinatra

Check this out:

60 miles per hour on open water, hair in the wind, nothing but me, the sun, and the waves; $7500 worth of pure power, speed and energy.

My personal watercraft seats three, will pull a skier, a tuber, other boats, i.e., whatever I want it to.

The rush of all this power makes me feel like I am invincible. I can do anything. Hey, wanna race?!! Bring it on!

WAIT A MINUTE!!! STOP.....THINK....

.

W H Y ? !

Just to know that my watercraft is faster? Yeah, that's really smart. Jeopardize $7500 worth of machinery for a silly race and more importantly- possibly losing control, hurting, or killing myself or someone else? I don't think so.

Remember:

W A T E R

S A F E T Y !! !! !!

JET SKI SAFETY

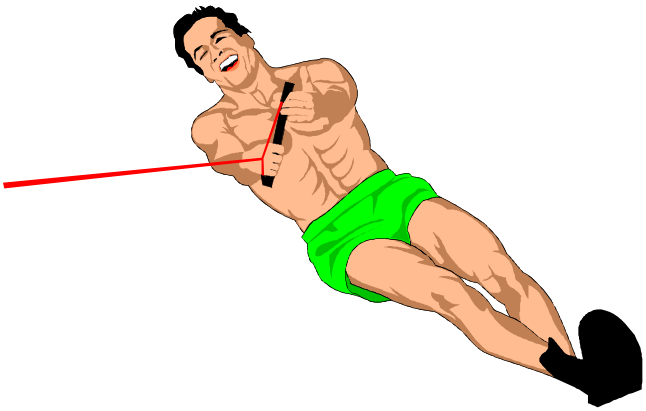
Jet skis, also known as personal watercraft (PWC), are the fastest growing segment of the recreational boating market. With this growth in popularity has come an increase in the number of accidents directly related to the unsafe and reckless operation of these easily maneuverable small watercraft with water-jet drives. Most deaths from jet skis involve children under 15 and result from rider error. About half the injuries caused by jet-ski operators happen to swimmers or water skiers hit by the craft. Here's some basic safety advice for PWC operators:

- Never allow a child under the age of 16 to operate a PWC.
- Know where all the controls are and how to use them before launching the craft.
- Practice riding PWC in an open area of calm water with no swimmers or boats.
- Even after you've mastered jet skis, never operate them near swimmers, at night, or after drinking alcohol, and try to avoid heavy water traffic.
- Avoid jumping in the wakes of larger vessels. You can easily collide with a boat that is traveling in the opposite direction.

WATER SKIING SAFETY

Because water skiing is so much fun, it is extremely popular. Unfortunately, it's popularity means that thousands of water skiing accidents occur each year, usually because participants aren't following these basic safety rules.

- It takes three to water ski: the skier, the towboat pilot and an observer in the boat. The driver cannot watch the skier or know if the skier has fallen and see where the boat is going at the same time.
- Someone in the towboat must raise a ski flag to warn other boaters when their skier is down in the water. They should also be on the lookout for flags warning of other downed skiers.
- The personal flotation device (PFD) worn by the skier must be of sufficient buoyancy to keep his or her face up in the water since falling and hitting the water, even at slow speeds, can knock the skier unconscious.
- Never ski in rough waters, and avoid swimmers, areas of heavy traffic, and obstacles in the water, such as docks, rocks, and bridge pilings.
- The towboat should run parallel to the shore and come in slowly when landing.
- If the skier falls, he or she should clasp both hands overhead or, if in a crowded boating area, hold up a ski to show that everything is okay.
- Never ski in shallow water, at night, or in front of another boat.



If you can't Reach it…

You don't have it!

Every person on board your boat must have an approved personal flotation device (P.F.D.) within easy reach or be wearing it.

Recent statistics show that 46 percent of people who drowned in the United States had P.F.D.'s on board, but not in use.

The message: "Don't just look at it, wear it!"

Running on Empty

by Bryan Davis

As I lay on a cot with an IV-tube sticking in my arm, I racked my brain. I had trained hard, hadn't I? I had put in the weekly miles and the long, lonely runs necessary to successfully complete the 26-mile marathon. What went wrong?

I clearly remember my excitement and anticipation at the start of the race. The gun fired, the crowd cheered, the race was on! The weather conditions were mixed; the temperature was a welcome 49 degrees, but the wind was brutal—a 25-knot head wind for 13 of the first 20 miles. These conditions proved to be my undoing.

Water stations were placed every 2 to 3 miles. Trying to save time, I skipped the first water station, then took a sip at every other one. The strong winds evaporated my perspiration almost immediately. (Late in the race, you could see the white salt caking the black T-shirts worn by other runners.) The wind and the cool temperatures fooled me into thinking I didn't need much water.

I was wrong—I was becoming dehydrated but didn't know it. By mile 12, it was too late. I had drank about 8 ounces of water and was still running my target pace, but it was only a matter of time. I wasn't replacing the water as fast as I was losing it. By mile 15, I was working too hard to maintain my pace. I thought it was the head wind, but my body was already suffering the effects from lack of fluids. Mile 21 arrived, and I was ready to walk. All the water in the world wasn't going to help me finish the race at this point. My legs felt like telephone poles, my breathing was labored, and other runners were passing me left and right. This is not the feeling you want in a race (especially a marathon) where the expected fatigue takes on monumental proportions, even when you do everything right.

The few seconds I had saved by skipping water stops turned into precious minutes lost because I was walking instead of running. I was fortunate to finish the race. However, instead of watching the later runners finish, congratulating my training partners, and drinking free beverages, I had to spend an hour in the medical tent. I also incurred the wrath of my wife (who had been patiently standing around with an increasingly fussy baby for 4 hours); all because I didn't drink enough water. Although it might seem from this story that I am a novice runner, I'mnot. This was my fourth marathon, and I train at 40 miles per week for most of the year.

I learned a lot about the necessity of having water during this race. Everyone is aware of dehydration in hot weather, but it doesn't get a lot of attention on cool days. Since I didn't feel hot, sweaty, or thirsty, I let conditions overrule good judgement. I knew in my mind that I needed water, but my body said I didn't. The effects of dehydration can lead to a serious medical problem, such as heat exhaustion or stroke. If you wait until you're thirsty, it's too late.

Batting 1,000% at Softball Safety

from an article by Bob Van Elsberg

Standing at second base, I heard a loud crack and watched the line drive all but disappear from view as it streaked toward me. I was sure that whoever had designed the field must have hated pitchers and second basemen. During late afternoons, the sun hovered right above home plate, and if that wasn't enough, the off-white school buildings in the background made it hard to see softballs streaking through the infield. I'd seen more than one pitcher beaned by a line drive he didn't see coming. And the balls that got by him often had "Special Delivery—Second Base" written all over them.

I raised the mitt to protect my face and neck. At this point, I was more worried about getting hit in the face than catching the ball. Suddenly, the ball dropped out of the sun's glare and came straight at me. Before I could lower the mitt, the ball slammed into my stomach. I bent over in pain, the wind knocked out of me, and moments later I saw my lunch for the second time that day. It didn't taste very good. I'd had all the "fun" I could stand for one game. My experience is by no means unique. During fiscal year 1997, 93 Air Force members were injured badly enough to result in a mishap report (see the attached mishap chart). The fact is that while many people assume softball is pretty safe, you can still get hurt—sometimes seriously, according to David Binder, head athletic trainer for the University of New Mexico Lobos. In his 27-year career with collegiate and professional baseball teams, he's seen plenty of injuries. And, in his opinion, they're nothing to take lightly.

"A kid can tear up his knee and be virtually finished for the rest of his career if it's not taken care of properly," Binder said. "With the knee, when you tear a cartilage it's always caused by a twisting or torquing motion. Anterior cruciate ligament (ACL) injuries are what we always hear about…that's what ended Gale Sayers' career."

"ACL injuries can take place without any contact at all," he said. He explained it can happen when a player tries to make a quick turn while running.

There are also a lot of ankle injuries, according to Binder. "We see a lot of fractured dislocations of the ankle where all of the ligaments are damaged or torn." He explained these injuries often occur because a player has gotten their cleats caught in the ground while turning or caught their foot in one of the bases. Because of the potential for these injuries, Binder does not recommend steel-cleated baseball shoes. A better shoe, he advised, would be similar to those worn by football players which have "rubber studs."

And it isn't just knee and ankle injuries that baseball and softball players need to beware of. The term "soft" in softball is a relative thing. Thirty-one Air Force members were injured during fiscal year 1997—some very seriously—when they were struck by a ball during a softball game.

Warming up properly before a game is one of the most important things a team can do to avoid muscle injuries, according to Binder. "Our theory is that you can't stretch a muscle that's cold," he said. "We go out and spend 15 minutes jogging and throwing catches, then take a couple of laps around the field. Once we've worked up a sweat, then we do our stretching."

Because pitchers can be prone to repetitive motion injuries to their shoulders and elbows, throwing practices start off gradually, according to Binder.

"When they play catch, they start at 10 or 15 feet apart and then scoot back," he said, adding, "They need to start off easy—not throwing as hard as they can. And you can't just say, 'Okay, I'll throw 10 pitches and then I'll be warmed

up.' That may not be the case—they may need a bit longer than that."

Aside from being physically prepared, players—especially the catcher—need to dress for the occasion. In a recent softball mishap, a catcher who wasn't wearing a mask suffered a broken right cheekbone when he was hit by a ball thrown by the first baseman. And the mask wasn't the only thing he didn't have on that he needed. He was also missing something Binder rarely sees outside collegiate or professional teams—a throat protector.

"It's just a little piece of plastic that attaches to the bottom of the catcher's mask. It probably costs $3 or $4, but it's WELL worth it!" he said. "During my 2 years with the Toronto Bluejays, we had a couple of players who were hit in the throat, and it was very painful. They were very fortunate it didn't do any other damage than a bad bruise."

Wearing a helmet is also a good idea when you're up to bat or running the bases, according to Binder. More than one batter has been clobbered by a high inside pitch. Also, runners headed for the next base are often right in the line of fire of a ball trying to beat them there.

Paying attention is also important to avoiding accidents. In the mishap described earlier, neither the first baseman nor the runner on third realized a double play had been made and the inning was over. As a result, the runner headed for home, and the first baseman, trying to beat him, threw the ball at the unsuspecting catcher.

Sometimes games are played on fields which are less than perfect. One player last year stepped into a hole and injured a leg. The year before, another player lost most of the vision in his left eye when a ground ball hit a rise in the field and struck him in the face. Players may not be able to do much about the condition of the field, but at least they can take the time to be aware of the dangers, Binder said.

Using break-away bases is also important for preventing player injuries, Binder said. He explained, "They're soft and have a small stub in them. If you hit the base in such a way that you could be injured, the base will release itself and pop out of the hole."

Despite the casual "just having fun" atmosphere of many games, alcohol shouldn't be the beverage of choice.

"Something bad is going to happen," Binder explained. "Either somebody is going to play impaired and hurt themselves, or they're going to drive while impaired and hurt somebody else." He added, "It's not going to be as much fun if you drink—I promise you that. You're out there to have fun, enjoy the game and the sport. Alcohol has no place in any of that."

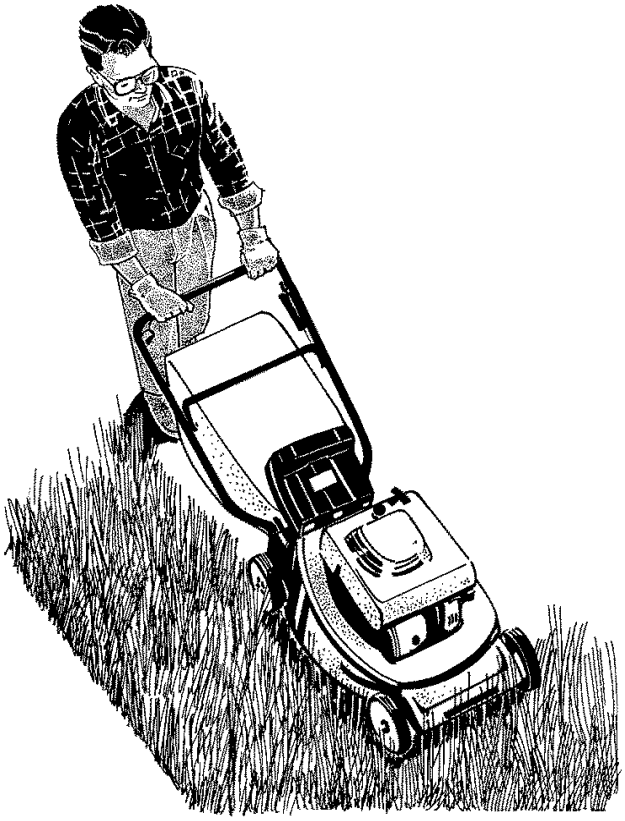
FY-97 Softball Mishap Chart

MISHAP CAUSE	TOTAL	RESULTING INJURIES
-Struck by ball	31	Fractured skull, face, nose, jaw, hand; bruised eye, bruised knee
-Sliding	16	Fractured arm, ankle(s), wrist, hand, foot, leg; sprained knee, dislocated shoulder, torn ankle ligaments, dislocated ankle
-Collided with other knee, player	15	Fractured ribs, leg, arm, hand; strained injured jaw, injured head
-Fielding the ball	5	Fractured thumb, hand; injured shoulder
-Running	4	Fractured leg, twisted knee
-Injured by base	4	Fractured back, ankle, elbow; injured knee
-Hit by bat	1	Face and eye injuries
-Stepped in hole	1	Lacerated leg
-Miscellaneous slips, falls, batting injuries	13	Fractured leg, knee, ankle, thumb; sprained knee, twisted knee, strained back, torn back muscle

LAWNMOWER SAFETY

Along with summer fun comes summer lawn care. Most home owners or renters who care for their own lawns use the rotary-type power mowers. The blades of these mowers revolve at speeds between 1800 and 3000 revolutions per minute. This means the cutting edge of a 20-inch blade is traveling at speeds between 100 and 180 miles per hour. Imagine what could happen if a person was struck by a steel blade traveling that fast, or by a stone or piece of wire thrown by the blade. This point alone illustrates just how important safe handling of your mower can be!

Along with the increased use of power lawn mowers, there has been a closely related increase in accidents involving both operators and bystanders. Most of the accidents have been due to carelessness or lack of knowledge on the part of the operator. A recent survey indicated that approximately two-thirds of the injuries are caused by objects that were thrown by the mowers. This same survey showed that about two-thirds of the direct contact injuries were to toes and feet, and one-fourth to fingers and hands. The revolving blade is the most dangerous part of the mower, and is directly or indirectly responsible for most of the power mower injuries.



LAWNMOWER SAFETY CHECKLIST

FROM PARLAY INTERNATIONAL

- Be familiar with your lawn mower, read the operator's manual, and follow the manufacturer's instructions.
- Always disconnect the spark plug wire and be sure the blades have stopped before commencing any work on the mower.
- Keep the mower clean and the blade sharp. Wipe off excess dirt and check the blade before each use. A sharp blade cuts better and requires less speed.
- Make sure your mower is equipped with necessary safety shields and do not operate the mower unless they are in place.
- Before mowing: Inspect your yard - pick up stones, metal fragments, toys, etc. If mowing on rough terrain, set the blade high enough to prevent it from striking the ground.
- Refuel and check oil before starting.
- Be sure all guards are in place.
- Disengage clutch, ifany.
- Wear safety shoes (to prevent foot injuries).
- Stand clear when starting motor.
- Insist children stay away from mower, as a rotary can throw small articles a great distance with tremendous force.
- Mow in daylight only.
- Don't use an electric mower on wet or dewy grass.
- Stop motor before removing any debris from mower.
- Store gasoline in an approved metal container, properly labeled, away from any source of fire or heat.
- Never leave a power mower unattended when running.
- Do not refill the gasolinetank when the motor is running.
- Use the slowest blade speed possible consistent with good work. High blade speeds are dangerous and cause excess engine wear.

The nose knows not

There's an invisible gas that kills hundreds of people each year and makes thousands of others ill. This killer can strike anyone, but the most vulnerable victims are children, the elderly, and people with health conditions, especially those with heart and lung problems. This killer can't be seen, it can't be heard, it can't be tasted, and it can't be smelled.

What is it?

Carbon monoxide—a colorless, odorless, and tasteless deadly gas. Often abbreviated CO, carbon monoxide is a poisonous gas that is produced by the incomplete burning of fuels and materials. Carbon monoxide quickly bonds with hemoglobin in the blood and displaces the oxygen that organs need to function. Breathing small amounts of carbon monoxide may present symptoms that mimic other medical conditions such as the flu or common cold. Symptoms at first include a tightness across the forehead, followed by headache, dizziness, pounding heartbeat, and nausea as the cells and brain suffer from lack of oxygen. Other symptoms include tightness across the chest, inattention, fatigue, lack of coordination, weakness, and confusion.

However, prolonged exposure could lead to fainting, unconsciousness, and death.

Where does carbon monoxide come from?

It is important to understand what causes carbon monoxide and how to avoid it, because it can kill before its victims know it's there.

Many CO poisonings are caused by equipment failures resulting from improper installation, poor maintenance, defects, damaged parts, or inadequate ventilation. Carbon monoxide can also be emitted by combustion sources such as household appliances, un-vented kerosene and gasoline space heaters, furnaces, wood stoves, gas stoves, fireplaces, water heaters, charcoal grills, and tobacco smoke.

Commonly, one of the greatest dangers of breathing carbon monoxide gas is from a vehicle running with a faulty muffler or leaky exhaust system. High levels of carbon monoxide can seep into a home even when a vehicle is left running for only two minutes in an attached garage with the overhead door open. Once the vehicle is backed out of the garage and the garage door is closed, large concentrations of gas still remain trapped in the garage and can rise to lethal levels.

Recently, carbon monoxide poisoning took the life of a soldier. After returning from a field training exercise, the soldier wasgiven a pass and a safety briefing before leaving the company area. Unfortunately, he didn't listen and started drinking excessive amounts of alcohol before his trip out of town. The soldier stopped along side the road for a nap, and failed to turn off the engine and open the windows. The cigarette he was smoking dropped onto the floorboard and started a fire that spread to the gas tank. The soldier never woke up.

Safety tip

An important reminder is carbon-monoxide detectors should not be used as a replacement for proper use and maintenance of fuel-burning appliances, but only as a back-up. Likewise, CO detectors are an addition to smoke detectors; they don't replace them.

How do you know if you're suffering from carbon-monoxide poisoning?

The best way to know is to have a carbon-monoxide detector installed in the home. Carbon monoxide is virtually impossible to detect without monitoring equipment. The CO detector is designed to sound an alarm before dangerous levels of carbon monoxide accumulate in the home.

If the presence of carbon monoxide is suspected, immediately evacuate the area and get fresh air. It is important to call the gas company, oil company, or fire department from a neighbor's house. Most importantly, seek medical attention at once if flu-like symptoms appear.

Where should I install a carbon monoxide alarm?

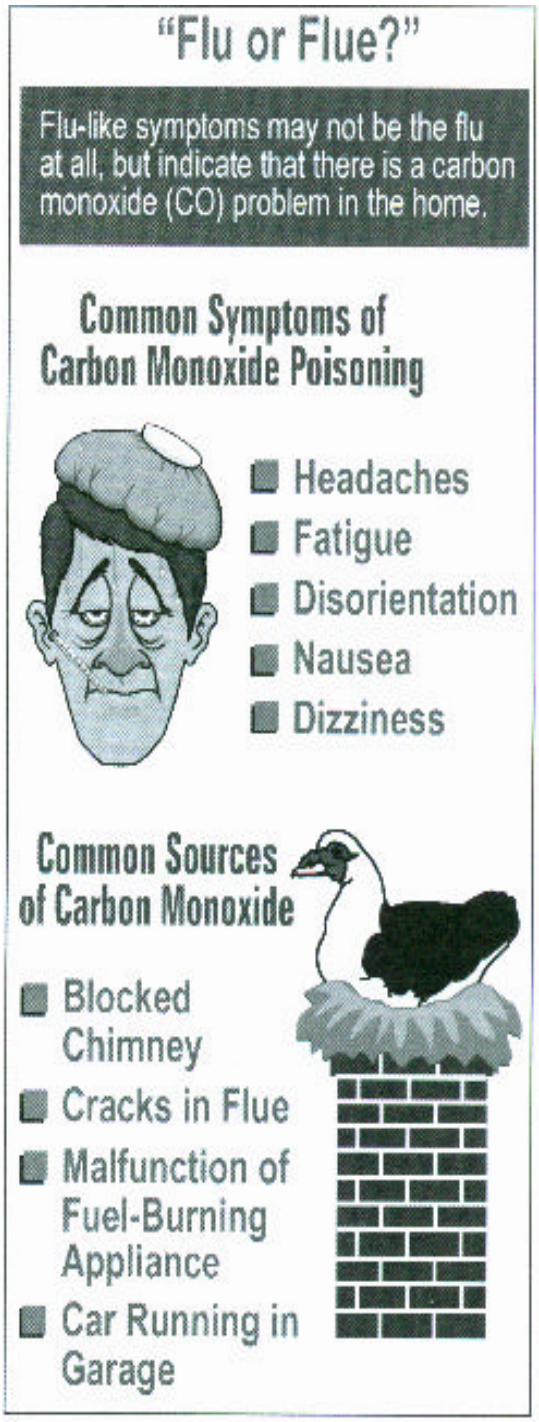
Install the carbon monoxide alarm in the hallway near the sleeping area so it will awaken the family if the alarm goes off while asleep. Additional alarms on each level of the home provide extra protection.

Install CO alarms at least 15 feet from any combustion appliance, such as a gas or oil furnace, oven, water heater, etc.

What can be done to prevent CO poisoning?

- Ensure that appliances are properly adjusted and working to manufacturers' instructions and local building codes.
- Obtain annual inspections for heating system, chimneys, and flues and have them cleaned by a qualified technician.
- Open flues when fireplaces are in use.
- Use proper fuel in kerosene space heaters.
- Do not use un-vented gas or kerosene space heaters in enclosed spaces.
- Do not use ovens and gas ranges to heat the home.
- Make sure stoves and heaters are vented to the outside and that exhaust systems do not leak.
- Make sure the furnace has adequate intake of outside air.
- Do not burn charcoal inside a home, cabin, recreational vehicle, or camper.
- Make certain all vehicles are tuned-up and running clean.
- Check and repair exhaust system leaks.
- Never leave a car or lawn mower engine running in a shedor garage, or in any enclosed space.

Be safe. Your nose doesn't always know, especially with CO.



FIREARM SAFETY

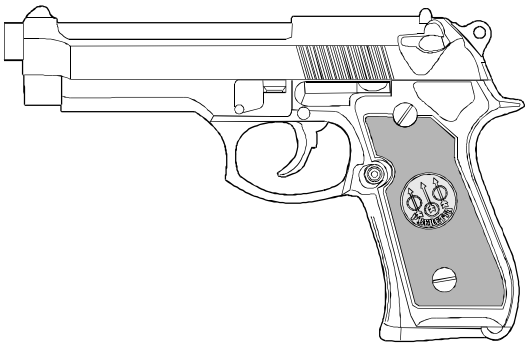
• Keep the gun unloaded. Never leave a round in a stored gun.
• Always keep the gun's safety on, even if it is unloaded.
• Store all firearms out of children's reach and in a locked cabinet or drawer. • Store ammunition in a separate locked cabinet.
• Treat all guns and firearms, including pellet guns, as if they are loaded.
• Tell children to never touch a gun.
• Keep no firearms inthe home if someone has a history of depression or threatens suicide.
• Teach gun safety in the home.
• All gun owners and children should take a gun safety course.

Did You Know?

• Males die 14 times more than females from unintentional gunshot wounds
• Ninety percent of unintentional shooting involving children are linked to an easily accessible, loaded handgun in the home.
• In a home where there have been previous episodes of depression or suicide attempts, the mere presence of a gun increases the chance of suicide, the third leading cause of death among people 15-34 years old.
• Death rates for 15-19 year olds have jumped 61 percent and gun-related homicides are the second leading cause of death in this age group.

Facts

• Guns are now a prevalent health hazard. More than half of American families keep firearms in their homes. Injuries and deaths from firearms are escalating at an alarming rate in the United States. In 1990, several states reported firearm-related injuries surpassed motor-vehicle accidents as the leading cause of death.
• There is a need for firearm education. Even if you do not have guns in your home, your children may come in contact with a gun at someone else's house.
• If you choose to have a gun firearm or pellet gun in the home, you are responsible for educating your family. You are also responsible for properly storing the firearm(s).
• Education is the first line of defense in eliminating unintentional gun injuries.



TIPS FOR THE OUTDOOR CHEF

- Never, under any circumstances use gasoline as a lighter fluid.

- Clean the Grill of accumulated food and grease to prevent flare up.

- Have an inch of ash, gravel or charcoal base In bottom to soak up grease while cooking.

- Set grill on a level surface and upwind away from dry grass, brush or other combustibles.

- Have some water handy to sprinkle or spray on flare ups.

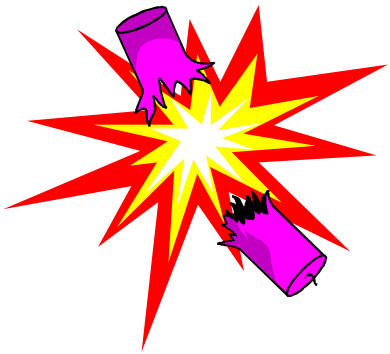
- Use long-handled cooking tools to place, turn and remove food.

- Stack charcoal in a pyramid and pour a moderate amount of commercial charcoal lighter fluid. After fluid soaks for a minute, toss a match onto charcoal to ignite them.

- Trim excess fat off meat to prevent grease flare up.

- Don't leave the grill unattended after the food is placed on it

- When done cooking, douse the coals with water or put the cover on and close all vents so the coals will die.



Don’t bomb out on fireworks safety!

The night is muggy and calm, when suddenly the sky is filled with color and light followed by an earsplitting boom. The assembled crowd ripples with appreciative “oohs” and “aahs” with each explosion. It does seem fitting that the country known as the “great melting pot” should celebrate its birthday with an ancient Chinese invention: fireworks. While the Fourth of July holiday has the dubious distinction of being the day with the most fireworks injuries in the U.S., the holiday is not the only day when injuries occur. Holidays such as Labor Day, Christmas, New Year, and Mardi Gras account for some of the 13,000 people hospitalized each year, according to Prevent Blindness America. More than half of these are children and nearly 40 percent are bystanders.

According to Dr. Jeffrey G. Strauss of the Manhattan Eye, Ear & Throat Hospital, the cost of treating a fireworks injury far outweighs the cost of the fireworks themselves. “Because fireworks are unpredictable, injuries can occur even if the person is careful, “ says Dr. Strauss, “The best way to avoid injury is not to use fireworks.”

Even sparklers are dangerous, burning at temperatures hot enough to melt gold (1,800 degrees Fahrenheit). Sparklers are the most frequent cause of injuries occurring among preschool children and are the second highest cause of fireworks injuries requiring hospitalization.

Fireworks experts say adults can use fireworks safely if they adhere to certain safety rules.

Follow the state and local laws in your area concerning use of fireworks and purchase only legal fireworks. An adult should perform the actual lighting and in addition to wearing safety goggles, should keep a flashlight and a bucket of water handy in case of an emergency. Place fireworks in a nonflammable area and light only one item at a time using a long handled butane lighter or long punk. Be sure to keep your body back and reach out to light the fuse. Should the item turn out to be a “dud,” don’t try to re-light it. Leave it in place, douse with water to make safe. Other suggestions include keeping spectators a minimum of 50 feet away from the fireworks and only use fireworks in a wide open area free of trees, telephone lines and away from homes. And of course, follow the instructions printed on each item.

Following these safety precautions may prevent an evening of enjoyment from turning into an evening of tragedy.

Information courtesy Extra Ink.

NOTE: Fireworks are **prohibited** on Fairchild AFB and in the City of Spokane

Planning a Safe Vacation

Every summer, thousands of people go on vacation, but some never reach their destination. The key to a safe vacation before you set out on the open road. Here are a few ideas of what you may do:

Before you Start

- Before starting your trip, have your car checked out by a professional mechanic (Do it yourself if you know what you're doing).
- Check the map, be familiar with the route (if the trip takes several days, look at the map each morning before hitting the road).
- Be sure your house is ready. Lock doors, windows, garages and anything else that can be secured. Have drapes open to have the house appear occupied. Use timers for lights and radio or TV so they go on and off automatically at different times. Turn down the phones so people outside the house can't hear them ring.
- Arrange proper care for all pets.
- Have someone park in your driveway so the house appears lived in.
- Arrange to have the lawn mowed when needed.
- Notify post office to hold the mail or arrange delivery to a neighbor.
- Stop newspaper and other deliveries—ask a neighbor to keep advertising circulars off your porch.

Vacation Time

- Drive your limit. Don't try to do a two day trip in one day. Remember, a vacation is a time to relax and enjoy time with your family. Travel a certain distance and stop. The Wing Safety office recommends no more than 350 miles a day with a break period every couple of hours.
- Bring some nutritionals snacks for the road and eat good meals on the trip, try to stay away from greasy foods.
- Never drink alcohol and drive. The night before you start your vacation, you should not consume any alcohol.
- Fasten your seat belts. Obey the traffic laws, signals, and signs.
- Remember to bring along sun-block. You get sunburned faster at the beach than playing golf.
- If you become stranded on a highway or road; the National Safety Council recommends the following: Put your flashers on, get as far off the road as possible and put your hood up. Then make your most important decision—and there are two options: sit in your car, or walk for help. (If you're on a highway, sooner or later a police officer or state patrolman will come by. In most cases, it's wiser to wait it out, particularly in bad weather. If you see a service station in walking distance, you might want to try to walk.)

HAVE A SAFE AND ENJOYABLE SUMMER!!!

From the 92 ARW Safety Office